

## **9-01.11 [Transportation Planning, Standards and Procedures]**

### **9-01.11-10 [Purpose]**

The purpose of this article is to provide standards and procedures to implement provisions of the State Transportation Planning Rule (OAR 660, Division 12) and local, regional and state transportation plans.

### **9-01.11-20 [Public Notice and Coordinated Review]**

- A. A proposal to amend the Vernonia Comprehensive Plan or Zoning Code to change or adopt a new regulation shall be submitted to the Director of the Department of Land Conservation and Development at least forty-five (45) days before the first public hearing on adoption and to ODOT at least forty-five (45) days before the final City Council hearing on adoption.
- B. The City shall provide written notice to the providers of transportation facilities and services, such as ODOT or Columbia County, if an application for a land division, design review, conditional use or building permit is located on or adjacent to an ODOT transportation facility or service. Columbia County Rider shall receive notice of proposals that potentially impact transit ridership or facilities. Notice shall be provided at least twenty (20) days prior to the public hearing or decision on the application.
- C. Land use review associated with proposed transportation facilities, services, and improvements shall be coordinated with other jurisdictions that provide those facilities or services, such as Columbia County and ODOT when the proposed development has an impact on the transportation facility or service, as determined by the provider.

### **9-01.11-30 [Access Management Standards]**

- A. Access (both direct and indirect via easement) to Highway 47 shall be approved only after consultation with an approval by ODOT, and when shown to be in compliance with the access management strategies of the Vernonia Transportation System Plan (TSP).
- B. For all proposed development or redevelopment of properties accessing a county road, the owner shall notify and coordinate with the Columbia County Public Works Department to ensure proper access management, consistent with the access management provisions of the Columbia County Transportation System Plan (TSP) and the Vernonia TSP. Columbia County has the jurisdiction over access permits to county roads.
- C. Access to local city streets and county roadways within the city shall comply with the following access spacing standards from the Vernonia TSP.

<b>Table 11-30-1 Access Spacing Standards</b>		
<b>Functional Classification</b>	<b>Minimum Access Spacing</b>	<b>Single Spacing</b>
Arterial	Five hundred (500) feet from arterial or collector	½ Mile
	Three hundred fifty (350) feet from any other intersection (including private access); the Public Works director may permit a minimum spacing of not less than 300 feet except as otherwise approved by the City and as permitted by the ODOT-designated downtown Special Transportation Area (STA)	
Collector	Three hundred (300) feet from arterial	None
	One hundred and fifty (150) feet from any other intersection (Including private access)	
Local Street	Two hundred (200) feet from arterial	None
	One hundred (100) feet from any intersection with a collector, or local street	
	No spacing requirements from intersections with a private access	

D. Shared driveways along a common property line are strongly encouraged. Access permits may be denied if reasonable alternative access is available.

E. The City may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system.

F. The City may reduce required separation distance of access points where they prove impractical due to lot dimensions, existing development, other physical features, or conflicting code requirements, provided all of the following requirements are met:

- a. Joint-use driveways and cross-access easements are provided in accordance with Joint and Cross-Access Requirements, described below.
- b. The site plan incorporates a unified access and circulation system in accordance with this Section; and
- c. The property owner(s) enter in a written agreement with the City, recorded with the deed, that pre-existing connections on the site will be

closed and eliminated after construction of each side of the joint-use driveway.

- G. Joint and Cross-Access- Requirement. The number of driveway and private street intersections with public streets should be minimized by the use of shared driveways for adjoining lots where feasible. when necessary for traffic safety and access management purposes, or to access flag lots, the City may require joint access and/or shared driveways in the following situations as follows:

**9-01.11-40 [Protection of Transportation Facilities]**

- A. All Comprehensive Plan and zone changes shall conform to the adopted Vernonia TSP. Zone changes shall not substantially impact the functional classification or operation of transportation facilities. To ensure proper review and mitigation, a traffic impact study may be required for proposals that may impact transportation facilities.
- B. The applicant for a Comprehensive Plan or zone change may be required to submit a traffic impact study if deemed necessary by a transportation facility provider, including the City, Columbia County or ODOT.
- C. The applicant for a Comprehensive Plan or zone change which significantly affects a transportation facility shall ensure that the proposed change is consistent with the function, capacity and level of service of affected transportation facilities as identified in the TSP, or for ODOT facilities, the minimum acceptable performance standard in the most recent adopted Oregon Highway Plan. This shall be accomplished by:
1. Limiting the allowed land uses to be consistent with the planned function, capacity and level of service of the facility;
  2. Amending the TSP to provide transportation facilities adequate to support the proposed land uses in compliance with Division 660-12 of the Oregon Administrative Rules, or;
  3. Altering land use designations, densities or design requirements to reduce demand for automobile travel and meet travel needs through other modes.
- D. A proposed change significantly affects a transportation facility if it:
1. Changes the functional classification of an existing or planned transportation facility;
  2. Allows types or levels of land uses which would result in levels of travel or access which are inconsistent with the functional classification of a transportation facility, or;
  3. Would reduce the level of service below the minimum acceptable level identified in the TSP, the Columbia County Transportation System Plan or the Oregon Highway Plan.
- E. The City may attach conditions (such as right-of-way dedication and special setbacks) to land division and design review approvals to protect the existing and planned right-of-way of transportation facilities.

#### **9-01.11-50 [Transportation Improvements]**

- A. Changes and refinements of a proposed public road and highway project shall be permitted without a plan amendment if the new alignment falls within a general corridor identified in the TSP.
- B. For ODOT transportation projects that require an Environmental Impact Study (EIS) or Environmental Assessment (EA), the draft EIS or EA shall provide the findings for local land use review, if local review is required.
- C. The following transportation improvements are permitted outright in any zone:
  - 1. Normal operation, maintenance, repair, and preservation activities associated with transportation facilities;
  - 2. Installation of culverts, pathways, fencing, guardrails, lighting, and similar types of improvements that take place within the existing right-of-way;
  - 3. Projects specifically identified in the TSP as not requiring further land use regulation;
  - 4. Landscaping as part of a transportation facility;
  - 5. Emergency measures as necessary for the safety and protection of property;
  - 6. Acquisition of right-of-way for public roads, highways, and other transportation projects identified in the TSP are permitted outright, except for those that are located in exclusive farm use or forest zones.
- D. The following transportation improvements are permitted with conditional use approval in any zone:
  - 1. Construction, reconstruction, or widening of highways, roads, bridges or other transportation projects that are:
    - a. Not specifically identified in the TSP; or
    - b. Not designed and constructed as part of a subdivision or planned development subject to design review and/or conditional use review. These projects shall comply with the TSP and applicable standards;
  - 2. Construction of rest areas, weigh stations and temporary storage processing sites;
  - 3. If review under this section indicates that the transportation improvement is inconsistent with the TSP, the procedure for a plan amendment, including any necessary goal exceptions shall be undertaken prior to or in conjunction with the conditional use permit review.

#### **9-01.11-60 [Street Standards]**

- A. New roads and roadway improvements shall be consistent with the general location, functional classification and street standards as set forth in the TSP. Where inconsistencies exist between the Vernonia TSP and the City Public Works Design Standards, the TSP should prevail unless otherwise determined by the City Engineer, Public Works Director, or Planning Director.
- B. New developments shall provide for street connectivity.
- C. Table 11-60-1 (Table 3.1 of the TSP) provides street standards for the various street functional classifications and is incorporated by this reference. The cross sections emphasize the desire to develop multi-modal roadway facilities that incorporate shared-use paths, sidewalks and bike lanes where possible.
- D. The City Engineer may adjust the street standards by up to ten percent (10%) when it is found that any of the following conditions apply:
  - 1. The existing right-of-way is substandard; or
  - 2. Exceptional topographic conditions exist; or
  - 3. Significant trees or vegetation would be removed.

**Table 11-60-1 Required Roadway Design Standard**

Street Type	Travel Lanes	Parking	Bikeways	Unpaved Shoulders	Planting Strip	Sidewalks	Right-of-Way	Shared-Used Path
Local <sup>1</sup>	2-8'	None	None	2' Both Sides	None	None	20'	None
Local 40' Right-of-way <sup>2</sup>	2-10'	8' one Side	None (see shared-use path) <sup>3</sup>	None	None	None(see shared-use path)	40'	11' shared-use path
Local 47' right-of-way	2-10'	8'both Sides	None <sup>2</sup>	None	None. Planting strip is optional with a shared-use path on one side only	5'both sides	47'	None
Collector <sup>4</sup> 50' right-of-way	2-10'	8' both Sides	None (see shared-use path)	None	6' one side	None (see shared-use path)	50'	8' one side
Collector 55' right-of-way	2-10'	8' both sides	None	None	8'one side	6' one side (opposite the side with the shared-use path) <sup>5</sup>	55'	8'one side
Arterial <sup>6</sup> Downtown cross-section	2-12'	8' both sides	None	None	4'both sides Furniture Zone that includes both vegetation and pedestrian amenities	6'both sides	60'	None
Arterial Non-Downtown core 63' right-of-way	2-12' with one 14' median or center turn lane	None	6' both sides	None	None	6' both sides	63'	None
Arterial Non-downtown core 75' right-of-way	2-12' with one 14' median or center turn lane	None	6' both sides	None	None	12' both sides	75'	None

<sup>1</sup> On local streets bicycles are assumed to be able to share the travel lane or the shared-use path

<sup>2</sup> On local streets bicycles are assumed to be able to share the travel lane or the shared-use path

<sup>3</sup> The Shared-use path assumes 1' for curb between the travel lane and the path

<sup>4</sup> For Collector Streets, no parking is allowed within 45' of the curb return

<sup>5</sup> Shared-use paths should be constructed from asphalt

<sup>6</sup> For Arterial Streets, no parking is allowed within 30' of the curb return

#### **9-01.11-70 [Internal Connections]**

- A. **General Walkway Standards for Commercial Developments.** Walkways from the public right-of-way or adjoining development shall be designed to connect with front or main building entryways. Walkways shall be as direct as possible and shall limit out-of direction travel. The walkways shall be paved with a hard surface material and shall be no less than five (5) feet in width. If adjacent to parking areas where vehicles will overhang the walkway, a seven (7) foot walkway shall be provided. The walkways shall be separated from parking areas and internal driveways using curbing, landscaping, or distinctive paving material.
- B. **General Walkway Standards for Multi-Family Developments and Planned Developments.** Walkways from the public right-of-way shall be designed to connect with front or main building entryways. Public walkways to adjoining developments shall be as direct as possible and shall limit out-of-direction travel. Public walkways shall be paved with a hard surface material and shall be no less than five (5) feet in width. If adjacent to parking areas where vehicles will overhang the walkway, a seven (7) foot walkway shall be provided. The walkways for multi-family developments shall be separated from parking areas using curbing, landscaping, or distinctive paving material.
- C. **Connections to the Right-of-Way.** Every commercial, office, and institutional building shall include a pedestrian walkway connected to the public right-of-way. A walkway shall be provided for every three hundred (300) feet of street frontage.
- D. **Connections Between Developments.** Opportunities for at least one (1) pedestrian walkway and one (1) potential vehicular connection shall be provided between adjacent commercial, office, and institutional development. If connections are currently not available, then planned connections shall be designed to retain an opportunity to connect adjoining developments in the future.

#### **9-01.11-80 [Bicycle Parking Facilities]**

- A. Bicycle parking shall be provided for all new multifamily, industrial, commercial, office, and institutional development. Each bicycle parking space must be a minimum of six (6) feet in length, two (2) feet in width, and have an overhead clearance of six (6) feet.
- B. Bicycle parking shall be located on site within fifty (50) feet of a primary entrance and not farther from the entrance than the closest motor vehicle parking space.
- C. Where sidewalks are sufficiently wide bicycle parking may be located within the public right-of-way.
- D. Bicycle space requirements are as follows:
  - 1. Multi- Family Development (Three (3) or more units): one (1) space per unit;
  - 2. Industrial Development: one (1) space per ten (10) auto spaces required;
  - 3. Commercial/Office/Institutional Development: A minimum of two (2) spaces, plus one (1) additional space for each ten (10) auto spaces required.

#### **9-01.11-90 [Traffic Impact Studies]**

The purpose of this section of the code is to assist in determining which road authorities participate in land use decision, and to implement Section 660-012-0045 (2) (e) of the State Transportation Planning Rule that requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities. This chapter establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Study must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a Traffic Impact Study; and who is qualified to prepare the Study.

A. **When a Traffic Study is Required.** The City or other road authority with jurisdiction may require a Traffic Impact Study (TIS) as part of an application for development, a change in use, or a change in access. A TIS shall be required when a land use application involves one or more of the following actions:

1. A change in zoning or a plan amendment designation;
2. Any proposed development or land use action that a road authority states may have operational or safety concerns along its facility(ies); or
3. An increase in site traffic volume generation by 300 Average Daily Trips (ADT) or more; or
4. An increase in peak hour volume of a particular movement to and from the State highway by twenty percent (20%); or
5. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weight by 10 vehicles of more per day; or
6. The location of the access driveway does not meet minimum sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the State highway, creating a safety hazard; or
7. A change in internal traffic patterns that may cause safety problems, such as back up onto a street or greater potential for traffic accidents.

B. **Traffic Impact Study Preparation.** A Traffic Impact Study shall be prepared by a professional engineer in accordance with the requirements of the road authority. If the road authority is the Oregon Department of Transportation (ODOT), consult ODOT'S regional development review planner and OAR 734-051-180.

